

voted for legislation sanctioning the Government of Sudan. I have delivered floor statements and attended hearings on Darfur, where witness after witness has testified to the ongoing atrocities. I have sent letters to the Chinese, the Russians, the Arabs and others urging them to use their clout with Sudan.

Yet after all such actions and deliberations by members of this body and after all the punitive authorities granted to this administration, to see it temporizing and regressing to a point where we are debating whether genocide is even occurring is utterly unacceptable.

The time for action is now, not in a few weeks. We are at rock bottom and the administration needs to deliver on its threats and translate its rhetoric into action. We must do everything in our power to end the genocide in Darfur immediately.

#### DISCUSSING PRESSING ISSUES FACING THE NATION

Mr. KENNEDY. Mr. President, on April 27-29, more than 800 of the foremost scientists, humanists and leaders in business and public affairs will gather here in Washington when the Nation's two oldest learned societies—the American Academy of Arts and Sciences and the American Philosophical Society—meet jointly for the first time.

Both organizations predate the birth of the Nation, and among their founders were Benjamin Franklin, John Adams, James Bowdoin, and John Hancock.

The two organizations were established to help advance “useful knowledge” in the colonies by promoting enlightened leaders and an engaged citizenry, and they have remained faithful to their original missions to the present day. Their current membership includes more than 170 Nobel laureates and more than 50 Pulitzer Prize winners.

This joint meeting, entitled “The Public Good: Knowledge as the Foundation for a Democratic Society” will bring together academics and practitioners for a series of panel discussions, conversations and dinner programs on many of the most pressing issues facing the Nation.

Joining them for the unprecedented 2½-day meeting will be members of these congressionally chartered National Academies—the National Academy of Sciences, the National Academy of Engineering, and the Institute of Medicine.

At the opening of their meeting next week, the presidents of all five organizations will issue a joint statement affirming the importance of knowledge as the foundation for sound policymaking for the public good, and I ask unanimous consent that their unprecedented joint statement be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

#### KNOWLEDGE IN SERVICE TO THE PUBLIC GOOD

As America's oldest national learned societies, we trace our origins to the tumultuous periods in the Nation's history. The American Philosophical Society was founded by Benjamin Franklin in 1743, during a period of rapid growth and intellectual development in the American colonies. The American Academy of Arts and Sciences was founded by John Adams in 1780, in the midst of the Revolutionary War. The National Academy of Sciences (1863), the National Academy of Engineering (1964), and the Institute of Medicine (1970) were all established under legislation signed by President Abraham Lincoln during the Civil War.

Our founders shared a conviction that knowledge in service to the public good is an indispensable pillar of our Nation. We have remained committed to that vision over the centuries, because democracy requires freedom of inquiry, engaged and educated citizens, and a wise and responsive government.

Our societies, individually and collectively, represent leading thinkers and practitioners of the Nation. We honor excellence and use our unique convening powers to engage the expertise of our members in collaborative action. We actively create, preserve, support, and disseminate knowledge critical to the growth and well-being of our Nation.

Each generation must reaffirm and reinforce the founders' reverence for scholarship and knowledge as the cornerstones of progress and the building blocks of enduring institutions. We live in an age of instantaneous access to unimaginably rich sources of information, but truly useful information continues to depend on underlying research and basic knowledge.

The Academies assemble today not just to assert the importance of research and free inquiry in every field, but to give practical demonstration of their worth through reflection on topics that affect the workings of our society and that define the public good. A nation attentive to these values will long endure.

Signed by: Emilio Bizzi, President, American Academy of Arts and Sciences; Baruch S. Blumberg, President, American Philosophical Society; Ralph J. Cicerone, President, National Academy of Sciences; Harvey V. Fineberg, President, Institute of Medicine; Wm. A. Wulf, President, National Academy of Engineering.

#### NOTICE OF CHANGE IN TRANSIT SUBSIDY REGULATIONS

Mrs. FEINSTEIN. Mr. President, I wish to announce that in accordance with Title V of the Rules of Procedure of the Committee on Rules and Administration, the Committee has amended the “Public Transportation Subsidy Regulations.” Based on the Committee's review of the regulations adopted on August 1, 1992, as amended, the following changes are effective April 24, 2007.

The regulations are amended by deleting and substituting as follows:

Sec. 2. substitute entire section for the following:

##### Sec. 2. Authority

The Federal Employees Clean Air Incentives Act (Pub.L. 103-172) allows Federal agencies to participate in state or local government transit programs that encourage employees to use public transportation. The Tax Reform Act of

1986, as amended by the Transportation Equity Act for 21st Century (Pub.L. 105-178) allows employers to give employees as a tax free “de minimis fringe benefit” transit fare media up to the maximum monthly amount authorized under section 132(f)(2)(A) of the Internal Revenue Code of 1986, as modified by the Internal Revenue System's published Revenue Procedures, and upon written authority of the Rules Committee.

##### Sec. 3. (e)

Delete “Pub. L. 101-509” and insert “Pub. L. 103-172”.

##### Sec. 3. insert definition at end of Section

Insert the following definition at the end of the definition: “(f) Unique Identifier—A number or token, as approved by the Committee on Rules and Administration, designed to be used across all systems in the United States Senate to uniquely identify an individual's set of records within each of those systems.”

##### Sec. 4. (a)

Delete “currently not to exceed \$105 per month.”

##### Sec. 4. (e)

Replace entire section with the following language: “(e) Any fare media purchased under this program may not be sold or exchanged, although exchanges of metro card media are permissible for transportation provided by Virginia Railway Express (VRE), the Maryland Transit Administration's (MARC's) train, or vanpools certified by Washington Metropolitan Area Transit Authority (WMATA).”

##### Sec. 7

Delete “social security number” and insert in its place “unique identifier.” Delete “(currently \$105)”.

##### Sec. 8. (A)

Delete “Pub. L. 101-509” and insert “Pub. L. 103-172”.

Set forth below are the amended regulations which are effective April 24, 2007:

#### PUBLIC TRANSPORTATION SUBSIDY REGULATIONS

##### Sec. 1. Policy

It is the policy of the Senate to encourage employees to use public mass transportation in commuting to and from Senate offices.

##### Sec. 2. Authority

The Federal Employees Clean Air Incentives Act (Pub. L. 103-172) allows Federal agencies to participate in state or local government transit programs that encourage employees to use public transportation. The Tax Reform Act of 1986, as amended by the Transportation Equity Act for 21st Century (Pub. L. 105-178) allows employers to give employees as a tax free “de minimis fringe benefit” transit fare media up to the maximum monthly amount authorized under section 132(f)(2)(A) of the Internal Revenue Code of 1986, as modified by the Internal Revenue System's published Revenue Procedures, and upon written authority of the Rules Committee.

##### Sec. 3. Definitions

(a) Public Mass Transportation—A transportation system operated by a State or local government, e.g. bus or rail transit system.

(b) Fare Media—A ticket, pass, or other device, other than cash, used to pay for transportation on a public mass transit system.